A BUST OF MR. DEPEW.

THE WORK OF ALBERT BRUCE-JOY, AN ENG-LISH SCULPTOR, ON EXHIBITION.

IMPRESSIONS MADE ON THE SCULPTOR BY THE CHICAGO FAIR-NO OTHER LIKE IT.

Albert Bruce-Joy, one of the most popular English sculptors, whose work is not unknown to artists and art lovers in this country, has on exhibition at Schaus's galleries, No. 204 Fifth-ave., a bust of Chauncey M. Depew, which may be classed among his most successful efforts. The bust was completed in planter during the visit of the artist the World's Fair. The well-known features of the president of the New-York Central have received skilful treatment at his hands, and friends of Mr. Depew who have seen the work have expressed much satisfaction at the excellence of the

Several of Mr. Bruce-Joy's works were on exhibition at Chicago, and the replica of the colosani statue of William E. Gladstone, which stood in the rotunda of the Art Gallery, was from his bronze statue placed in front of Bow Church, London, in 1882. Among the others were a marble bust of the Archbishop of Canterbury and a bronze of Lord Salisbury, the marble of which belongs to the City of London and is in the Mansion House. He has nearly completed a bust of George W. Childs, of Philadelphia, and is also at work on a marble of Loudon Snowden, ex-Minister to Spain, the odel for which he made in England during Colo-i Snowden's stay there. One of his recent works the colossal marble ilon which forms part of monument to Dr. J. C. Ayer in the Lowell

neil Snowden's stay there. One of his recent works is the colossal marble lon which forms part of the monument to Dr. J. C. Ayer in the Lowell (Mass.) cemeters.

Speaking of his impressions of the World's Fair, Mr. Bruce-Joy said: "No international exhibition which I have visited, and the list includes every one held since 1855, has in any way equalled the great Exposition at Chicago. It was the grandest, most stupendous exhibition that has ever been held." He found that there was a great difference in the appreciation of art in the East and West. "The appreciation of art in the East and West, with its older civilization and greater population, there is a matter of development. In the East, with its older civilization and greater population, there is a much wider and more rapidly growing appreciation of the fine arts than in the West. Even in Chicago, with its great wealth and high pretensions, the measure of appreciation is comparatively small."

Mr. Bruce-Joy expects to return to England on the Cunard steamer sailing next Saturday, as he has much work in his studio awaiting completion. Among the prominent pleess claiming his immediate attention are the Oliver Heywood statue, for Manchester, the Whittey Memorial statue for St. George's Hall, Liverpool; the Cairns replica, for the Inner Temple; a bust of Sir J. Whittaker Ellis, inte Lord Mayor of London for the Richmond Museum, and a memorial for the tomb of John Couch Adams, the astronomer, to be placed in Westminster Abbey.

His latest work, the bust of Mr. Depew, can be seen deily at Schaus's galleries, from 19 a. m. until 3 p. m., and has received commendation from many quarters.

THE ELOPING COUPLE FOUND.

WENRY JAMES, THE ACTOR WHO INDUCED THE WIFE OF AN ENGLISHMAN AND HER TWO CHILDREN TO COME TO AMERICA.

in November, was settled yesterday, and the people were found in this city. The Immigrant Commissloners had been informed that the man was an actor named Henry James, and that his companion were the wife and two children of William Elking-ton, a highly respected Englishman living at Shore-The four were found living on the top floor of No. 687 Second-ave. as Mr. and Mrs.

The man's full name is Henry Valentine James While filling an engagement at Shoreham he attracted the attention of the susceptible Mrs. Elkington, who finally introduced him to her husband. Mr. Elkington also seems to have been fascinated by the actor, for James was invited to make his home with him. He accepted the invitation and completely won the heart of Mrs. Elkington, who consented to take her two children, Launcelot and Elaine, and clope to America with him on the Majestic.

Majestic.

When they were visited by a reporter yesterday they were surprised that their identity had been discovered. James told the story of the elopement as before outlined. He said he was an actor, and was engaged to appear at the Rattery Park Concert Gardens. Mrs. Elkington said that her father was Tracy Tournell, of Leamington, Warwickshire, England. "When I left my home," said she, "my husband strapped my trunks for me, thinking I was going to visit my father."

The Immigrant Commissioners may send the whole party back to England.

NOT SO FAST, AFTER ALL.

THE MARELEHEAD'S TIME GREATLY REDUCED BY CORRECTIONS-BUILDERS WANT A NEW TRIAL.

Boston, Dec. 9 .- A New-London dispatch to "Th Herald" says: "The Boston-built cruiser Marble-head's glorious average run of 18.94 knots for four hours over the Long Island Sound official seventy-two-mile course Thursday was knocked into smith-ereens last night by the cold calculations of the Government Trial Board. This board, after figuring out the tidal allowances as turned in by the six Government stakeboats along the course, found that the new 2,000-ton cruiser made an average speed of only 18.44 knots. Consequently the Mar-blehead is not entitled to a \$175,000 bonus, nor even \$150,000. She is, in fact, far behind her sister ship

"The contract for the Marblehead called for a

"The contract for the Marbiehead called for a speed of seventeen knots. For every quarter-knot over this the builders receive \$25,000 and for every quarter-knot below it they would forfelt \$25,000. On Thursday it was supposed that the Marbiehead had certainly made for her builders \$15,000; now it is seen that she can claim but \$125,000.

"The strong ebb tide on the Marbiehead's second half of her run Thursday—the eastern-bound run—cut down the cruiser's time. Her twin screws had less pitch than those used on the Detroit. Consequently, although the Marbiehead's screws Thursday made more revolutions than the Detroit's, her speed was not so great. The Marbiehead's wheels were of the prescribed Government pattern. The Detroit's builders, it is said, used wheels of their own design. The Marbiehead's builders are at liberty to demand a new trial at once, but she is in no condition to make the run now, and the trial fleet has been disbanded.

New-London, Conn., Dec. 2.—The cruiser Marbiehead will remain in the harbor until a reply has been received from Secretary Herbert to a request for another trial. The naval board has dissolved and its members left the city at 12:29 o'clock this afternoon.

Washington, Dec. 9.—Harrison Loring & Co., of

solved and its members left the city at 12:29 o'clock this afternoon.

Washington, Dec. 9.—Harrison Loring & Co., of Boston, the builders of the cruiser Marbiehead, have applied to the Navy Department for a further trial. They are very much dissatisfied with the result of the official trial. Lieutenant Reamey, the recorder of the board, directed to report on the Marbiehead test, arrived in Washington to-day from New-London, and presented the board's findings to Secretary Herbert. Expecting to realize a large amount of premium money through the showing of 18.94 knots, the builders are naturally disappointed over the great reduction made by the board on account of tidal corrections. They have informed the Department that they would have been satisfied with a showing of 18.56 knots, which would have given them a round sum in premium payments, but as premiums are given only on each full quarter-knot developed in excess of the contract requirement and not on fractions thereof, the 44-160 will count only as 25-160 of a knot. Secretary Herbert has the request under consideration.

PATRICK EGAN EXPLAINS HIS ACTION.

WE ANSWERS THE CHARGES WHICH PRESIDENT CLEVELAND MAKES AGAINST HIM

IN HIS MESSAGE. Patrick Egan, ex-Minister to Chili, in referring to a paragraph in the President's message charg-

ing him with having used the United States Lega-tion at Santiago as an "asylum for offenders against the State and its laws," said yesterday: "In the midst of the most intense excitement, amounting almost to a reign of terror, on the night of April 9, this year, Colonel Fuentes and ex-Congress. man Blanlot-Holley, two leaders of the intended insurrection in Chili, applied to me for asylum, on the ground that their lives were in imminent danger, a fact of which I had personal cognizance. I saw that to admit them to the legation would entail upon me much unpleasantness, dealing as 1

entail upon me much unpleasantness, dealing as I was with political opponents at Washington, while to leave them to their fate would be an abandonment of the principle, so well recognized throughout South America, which had received the approval of Mr. Cleveland's predecessor.

"I received them into my official residence as refugees, feeling, as I now feel, that their reception was amply authorized by international law and precedent and that if I had refused to admit them and they had been killed in the streets I should be branded by the great mass of the American people as a poltroon and a coward. The next morning, when I called upon the President of the Chilian Republic and informed him of the fact, he expressed himself as much pleased that they had escaped capture. Whatever the satisfaction derived in certain quarters in Washington from the course since pursued, I maintain that the honor and prestige of the United States and its flag have been damaged by subsequent transactions, not only in Chill, but throughout all of South America."

DELIA KEEGAN HAS PARALYSIS.

"We have got one of our old friends here again to-night," remarked an official of Bellevue Hospital to a reporter last night. "She is the well-known Della Keegan, who lately sued Russell Sage for 1100,- 000. She is suffering from paralysis of the right side. She was transferred here from Roosevelt Hospital."

The ticket of transfer set forth the astounding fact ant Delia Keegan was a lodger at the Twentieth Precinct Police Station.

THE HORSE DROPPED INTO THE CANAL

HE FALLS BETWEEN THE PLANKS OF A BRIEGE.

WHICH ARE CUT TO LET HIM THROUGH. pany, of Newark, fell between the planks in the Broad-st. bridge over the Morris Canal last night. As it was impossible to release him in time to prevent it was impossible to release lifa in time to prevent him from choking to death, his neck having become wedged between the planking, one of the blanks was cut away, the horse was released from the wagon and allowed to drop into the canal. There was a loud solash and a floundering in the water for a few moments, and then all became stlent. It was believed that the borse had been drowned. But about a half-hour later he was discovered swimming in the canal several blocks further down. Rescuers captured the horse, lie was lifted from the water by the aid of a tackle.

BEGINNING THE CHESS TOURNAMENT.

POUR GAMES PLAYED AND ONE ADJOURNED IN THE FIRST ROUND.

The Masters' Chess Tournament opened last ever ing at the Manhattan Café under the auspices of the City Chess Club, with the following players to start: Albin, the brothers Baird, Delmar, Ettlinger, Halpern, Hanham, Hodges, Philsbury and Showalter, The first round resulted as follows: Showafter beat D. G. Daird after thirty-three

moves in a Ruy Lopez.

Albin disposed of J. W. Baird in a Gluoco Piano after thirty-nine moves. Halpern and Ettlinger drew a Two Knights De-

fence after forty-nine moves.
Pillsbury beat Delmar in a P-Q 4 opening after

Hanham and Hodges adjourned their game after fifty-three moves. The games follow: CORT C NO. 1 -GENOCO PLANO

TABLE NO. 1-010000 TIMES					
	WHITE, BLACK, Albin, J. W. finlid	WHITE, BLACK, Albin, J. W. Band.			
	1 P-R 4 P-K 4 2 Kt-K E 3 Kt-Q B 3	18 P-Kt 5 P x P 19 Kt x Kt P Kt-K 4			
	8 B-B 4 B-B 4	20 Q-K Kt3 Kt H - Kt3			
	4 P-Q B 3 P-Q 3	21 B-Q K 2 Q-K g.			
	5 Castles Kt-K B 3	12 K-Rt2 B-0 Rt4			
-	2 Park Banks 3	25 B Q Kt E Q H 5 24 P K B 4 Kt 3 2			
	6 P-Q 1 P x P 7 P x P B-Kt 3 8 Kt-R 3 P-K R 3-	195 PH 5 BU 6			
	P P-K R 3 Castles	26 P x Kt P x P			
	10 R-K R-K	FRE B4 Q-K B3			
	11 P-Q R 3 B-Q 2	28 Kt (B +) - K G B x Kt			
	12 Q-Q3 Kt-K R 2 13 Kt-Q5 Kt-K 2	POPER REOBS			
	14 Kt-K E 4 Kt-K B	DPXR RLQB4			
3	15 F-K Kt 4 Kt (K 2)-Kt 16 Kt-R 5 E-K 3	8 81 P-K 7 Q X F			
ı	16 Kt-R 5 E-K 3	1 h. 20 m. 2 hrs.			
B	16 kt-R 5 E-K 3 17 P-Q 5 B-Q 2				
9		2-RUY LOPEZ.			
1	WHITE, BLACE	r. D. G. Bird. Sowalt r.			
ı	1 P-K 4 P-K 4	19 K R Q Q 2			
ı	WKt-KR3 Kt-OR	3 20 B x P ch K-K			
١	3 P-Kt5 P-Q K 3	21 P-K 6 Q X P			
ľ	4 B-R 4 Kt-P 3 5 Castles B-K 2	22 Q-Kt 6 Kt x B			
ı	5 Castles B-R 2	22 P x Kt Q-K 6			
ı	6 P-Q 4 Castles, 7 Kt x P Kt x Kt	25 Q-Kt 3 Q x E			
ı	SPEKE KEEP				

	10 Kt x P B-E K 17 Q-Q Kt B x Kt	1 5 St Resigns. 1 hr. 20 :	30.5
	18 P x B Kt x P	ch l	
	TABLE NO. 4-TWO	KNIGHTS" DEFENCE.	
	WHITE, PLACK.	WHITE, BLACK.	
	Halpern. Ettlinger.	Halpern. Ettlinger.	
	1 P-K + P-K +	27 P 0 4 R Kt 28 Q x P B B	
	2 Rt-K B 3 Kt-Q B 3 8 B-B 4 Kt-B 3	28 Q x P	
	3 B-B 4 M-P 3 4 P-Q 3 E-B 4	30 Q-Q4 P-Q R4	
	6 B-K Kt 5 B-Q Kt 5	32 R-Kt Q-H 2	
	7 Kt-Q2 PXKt	DANGE OF THE LANGE	
	8 P x B B-K 3 9 B-Kt 5 B-Q 2	35 B-B 8-12	
	10 B × Q Kt B × B	36 h-Nt Q-BS	
	11 Castles Q-Q2	8. 0 Kt 7 ch 0 x 0	
	12 B x Kt P x P	35 R v Q = h R - B 3	
	13 P-K B4 Custing Q	R SO TE-Kt 2 R-O R	
	14 Q-R 5 Q E-K Et	40 R-B2 P-R4 41 P x P	
	15 P x P R-K14	41 P x P	
	10 Q-K 2 FF X P 17 R-B 2 K R-K Kt	43 P-1:4 B-0 6	
	18 0 E-K B R-B	144K-B2 BAP	
	19 P-Q 4 P-Kt 4	45 Kt x B R x Kt	
ij	20 P-B 4 P-B 3	46 K-113 R x P 47 P-Kt4 P-Q 4	
	21 Q-K 3 Q-K 2 22 P x P K x K P	47 P-Kt4 P-Q 4 48 P-Kt5 R-R 2	
	22 P x P	49 K-B4 P-Q5	
	24 O-K 3 K-K	1 Draw. 2 hrs. 15 m	In
	25 Q-K R 8 P-Kt 4	2 hts.	
	MADE E SECON	P_O 4 OPENING	

26 P x P	RXKtP	F SOUN	
TA	BLE NO. 5-1	-Q 4 OPENING	1.
WHITE. Pillsbury. 1 P-Q 1 2 P-K 3 3 B-Q 3 4 P-R F 4 5 Kt-K B 3 6 Q Kt-Q 2 7 P-Q B 3	P-Q 4 P-O B 3 P-K Kt 3 P-K t 2	WHITE, PHIS-bury, 21 K-Kt 2 22 R-R 23 Kt-K B 3 24 Q-R 4 25 Kt-R 2 20 R x P 27 Kt-Kt 4	BLACK. Delmar. Rt-B4 B-B Kt-K5 P-R6 PxRP R-R2 Q-Kt4
8 Castles. 9 Rt-Q 5 10 Q-B 8 11 P-K Rt 4 12 Q-P x Kt 13 P-Kt 5 14 Q-Kt 3 15 R-K 2 16 B x B 17 P-K Rt 4 14 Rt-P 3 19 P-R 5 20 Kt-Q 4	P-0 R5 P-K3 Conties Rt x Rt Kt-Q2 P-0 Kt3 Rt-R4 P-Q R3 Rt x P P-Q D4 P-P5 R-R C-Q2	28 B-B 29 K-B 3 30 Kt-B 6 ch 30 Kt-P x Kt 32 P-K 3 74 Q R-K Kt 20 P x P 36 R x P ch 37 R-K 7 38 P x R ch 20 Q-B 6 ch 1 h, 28 m.	R H-R Q-B 8 Rt x Rt P-Q 5 ch P x R P P-B 7 B-B 4 R P x P R x R R x P Resigns.

showalter vs. Delmar.
J. W. Baird vs. Ettlinger.
Hodges vs. Halbern.
Pillsbury vs. D. G. Baird.
Hanham vs. Albin.

BANK ROBBERS USE DYNAMITE.

A HAUL OF \$10,000 MADE BY OUTLAWS IN A LITTLE TEXAS TOWN.

Plane, Tex., Dec. 9.-Shortly before daylight this norning the residents of this little town were startled by an explosion in the business centre of the place. Many persons left their homes and an investigation showed that the explosion was caused by a gang of robbers who had used dynamite to force an entrance into the vault of the National ness and escaped into the brush of the surrounding country. It is believed that the robbery was per-petrated by members of the balton gang. No ac-curate estimate of the amount of booty secured can be obtained at present, but it is thought the gang got away with over \$10.60. A posse has been organized and is now pursuing the robbers.

MGR. SATOLLI AND THE CARDINALATE.

A LETTER FROM ROME ASSERTING THE IM-PROBABILITY OF HIS BFING APPOINTED IN THE NEAR PUTURE.

No authoritative confirmation of the report published yesterday that Monsignor Satolli, the Papal Delegate, is about to go to Rome to receive the car-dinal's hat could be found in this city. The only evidence on that subject obtainable tended in an opposite direction and was in the shape of a letter to Dr. Michael Walsh, Editor of "The Catholic Herald," from his correspondent in the Eternal

"The letter from my correspondent in Rome." on our common schools I should have felt indig-said Dr. Walsh, "Is to the effect that Archbishop nant at such a claim. But in common with all Satolli will not be favested with the red but at an who have had this double experience. I merely early day. It says that the consistory, which it has been stated is to meet in February, will in all of my experience and the country's history, probability meet some time next month. At that time five new cardinals will be appointed, according to my correspondent's information. Two of these lived to be the Jesuit Father Steinhuber and Monsignor Perraud. The remaining three are of different nations, Italian, French and Austrian, but Mon-

signor Satelli is not named among them." Dr. Walsh spoke also of the report published on Friday that the Rev. Dr. Burtsell had won his case in Rome and would be put in charge of a parish in this city. He said on that subject:

"I have it on the best possible authority that Dr. Burtsell did not go to Rome to argue his own cause. His mission was an entirely different one. He was sent for by the Holy Office, a congregation of cardinals, and the only one to which the Pope belongs, to explain in the fullest detail Henry George's theory of the single tax. The Holy Office is the body which devotes itself to the study of questions of the day bearing on the policy of the Church. In order that its members might be enlightened on the subject. Dr. Burtsell was summoned to expound the theory, as he is considered an expert on that question. It is claimed by many that Henry George's theory was condemned by the Pope in his encyclical on labor two years ago, while others assert that no such condemnation was shown. It is probable that the learned exposition of the single-tax theories furnished to the congregation of the Holy Office by Dr. Burtsell will result in their approval or condemnation, in terms not to be mistaken, in some future letter of the Pope." His mission was an entirely different one. He was

not to be mistaken, in some future letter of the Pone."

It was reported yesterday that a successor to Monsignor Satolii had already been chosen by the Pope. He will be, it is said, Monsignor Rinaldini, incorrectly announced as Laurentini. Monsignor Rinaldini is at present Papal Nunclo to The Hague. He is, like Satolii, a Perugian, and is imbued with the same ideas. The Pope has been partial to Perugians and has elevated them to high places in the Church. For this reason he is often alluded to as a Perugian, though, as a matter of fact, he comes from Corpineto. The native Romans believe that only Romans are fit for the high offices in the Vatican, and the death of the Pope will probably result in the banishment of the Perugians and a change in the attitude of Rome toward democratic countries. The Pope is said to be extremely anxious to see with his own eyes that Satolii is invested with the red hat, and to have Satolii's successor in this country maked before his death.

MR. KIPLINGS MISTAKES.

HE HAS INDEED SOUGHT OUT MANY IN-VENTIONS.

To the Elitor of The Tribune. Sir: May I be permitted to point out in your columns that your correspondent. Miss Molly Elliot Seawell, who wrote the article on Rudyard WHICH ARE CUT TO LET HIM THROUGH.

Kipling's inaccuracies in last Sunday's issue, has A horse owned by the Slocum Bill Posting Comticular, over which she waxes facetious.

The "Ballad of the Ciampherdown" is full of glar-

ing abstractives when you come to analyze it in detail, as your correspondent has done, but the line I refer to-namely: "You can hear the hiss of the helpless ram"-is perfectly consequent and intelligible, as it is not a reference to the ram fitted to the bows of the ship any more than it is to the constellation Aries, but to the "ram," or, more properly speaking, "rammer," connected with the hydraulic loading gear for the big turret gun, and which, if put out of action by a shot from the "dainty Rotchkiss gun" of the cruiser, would be likely to cause a hissing noise from the escape of

However inaccurate Kipling's "sailor-man's talkee" is, it will, I think, be admitted that his rhymes are expressive, and that what is wanted in ballad making, as in political oratory, is not accuracy, but emotion-eestatic intuition-call it what you will. "What you want is "thrill," as Gambetta said to Mark Twain, in a discussion of the causes of success on the platform.

In a criticism of the "Clampherdown" tale allowence should be made for many ounces of poetle license to the ton of padding, and then it will be found that it is by no means a bad synopsis of the errors committed in ship designing by naval constructors, which is what I take it to be in-

It used to be said that there were only four writers who could describe maritime adventures without committing solecisms calculated to provoke a smile from those who go down to the great waters in ships-to wit, Marryat, Dana, Clark Russell and Gilbert-and one may search a long time through "Peter Simple," "Two Years Before the Mast," "The Wreck of the Grosvenor" or the "Bab Bullads" before finding such a blunder as the passenger made who said to one of his fellow-travel-lers he was glad to sail in a ship commanded by such a humane captain, as he had just heard him give an order to the carpenter to make a searf for the head of the galley cat, the order being really, "Go and searf the cathead, you son of a mariluspike and a purser's sow." There may be other marine writers now who are technically cor-

Miss Seawell, there is a sea story cane; and the Empire," published in "Many Inventions," application of the triple screws is and the Empire," published in "Many Inventions," application of the triple screws is application of the triple screws in lads," as there is no excuse for the license of the poet in that "invention," and the wonder is—not the 'Wonder" that mixed up the Mcllishes-"that, is another story"-but that any one so quick selze upon local color as Mr. Kipling should have let fall so many slips of the tongue in describing

Were it not that one has ceased to be surprised at anything in this extraordinory country, one would be tempted to express surprise at a lady handling noval matters, because, as Charles Dudley Warner says, "woman always did make a muss of it," both in a garden and elsewhere, when out of her proper sphere of action, "the domestic hearth and the social circle," where she most times relans as a queen, which is as it should be.

If you want the moral of this tale apply Juvenal's "Quis custodiet ipsos custodos" to critics, and you may, or you may not, find it. At all events, Mr. Kiching was happily inspired when he names his book, "Many Inventions."

E. H. W. Cromwell, Conn., Nov. 23, 1893.

STATE, CHURCH AND SCHOOLS.

Sir: I thank The Tribune for its article on "State Aid to Sectarian Schools," and its protest against the assumption of Delegate Satolit, that "Catholic education is the surest safeguard of the Constitution." I was educated in parochial and public schools, and if I had not been used to the slauders smile at such a preposterous statement, in the light

people have of late been surfeited with protestations by Catholic dignitaries of their devotion to the principles of the Constitution—enough, we would think, to remove all Protestant suspicion. But so far as I know the Church has not taken a single step to put into practice the most generally accepted principle underlying our Constitution—the right of the people to rule. I do not mean in religious matters, but in things entirely secular. Today the priest is still autocrat of the parish; and not fill Protestants behold Catholics managing their church and school affairs as they do, will they believe the hierarchy are really enraptured with the Constitution. Those who are acquainted with the rights of the Church need not be told that the rights of the Laity have in the course of the ages been entirely absorbed by the ciercal branch of the Church, so that now the Church of Rome represents a principle the exact opposite of the American principle. It is the greatest "one-man power" on earth. The unity of the Church is the Pope, the unity of our government is the whole people. Yet who can reconcile these excluding principles? Americans accept the will of the people, properly expressed, as the supreme law of the land, and so long as they do the principle of subordination taught by the Catholic Church will ever be antagonistic to let. The best proof of devotion to a principle is to net in accord with it.

Washington, D. C., Dec. 4, 1833.

MONKEYS AND CONSUMPTION.

To the Editor of The Tribune. Sir: Now that public attention is being drawn to the infectious nature of tuberculosis, and especially to the most common form-pulmonary phthisis or sumption-I desire to call attention to one source

of infection which has come to my notice.

As long ago as 1805 its infectious nature was practically proved by the inoculation experiments of the scientists of that day, and when Professor Koch, in 1881, discovered the specific microbe, and experiments with pure cultures of the tubercle bacillus were made, this fact was proved conclu-sively to all reasonable minds. It is also a fact that the same disease caused by the identical mi-crobe is common among many of the lower animals, and the danger from the disease in domestic ani-mals—notably the cow—has been discussed before

the public. I do not remember, however, to have seen much said about the danger of infection from wild animals in captivity. Now, whether it be from the fact of his resemblance to or relationship to man, or whether he is more exposed to inship to man, or whether he is more exposed to inship to man, or whether he is more exposed to inship to man, or whether he is more exposed to inship to man, or whether he is more exposed to inship to man, or whether he is more exposed to inship to man, or whether he is more exposed to inship to man, or applicitly is extremely liable to consumption, and that this disease carries off the most of them. I am a great lover of natural history and have spent considerable time observing the animals in the Central Park menagerie. Any one can ascertain for himself (and I hope if he reads this he will observe proper precautions in doing so) that a number of the monkeys there have the ordinary symptoms of consumption, such as cough, emactation and debility. While it is true that the monkey seldom expectorates what it coughs up, being like a child in this respect, yet the germs must get into the atmosphere from other sources, and this atmosphere is breathed daily by hundreds of people, many of whom are undoubtedly just in the condition for this most deadly microbe to fasten itself in their systems and get in its fine work. This danger is greater in winter because of the susceptibility of the monkey to cold and the ventilation is consequently less complete than in summer, when the doors are wide open.

I am sure I have done everything in my power when, meeting a case of consumption in the human patient, to impress on him and his riesals the danger of contagion, and I now call public attention to be neglected.

Theodores I. TOWNSEND, M. D.

THE DESIGN OF THE COLUMBIA. TRIPLE SCREWS, HIGH SPEED, AND ECONOMY OF OPERATION. To the Editor of The Tribune.

o be neglected.
THEODORE I. TOWNSEND, M. D.
New-York, Dec. 4, 1833.

Sir: In The Tribune of November 16 you published an article dated Washington, November 15. which is somewhat misleading. The title was as follows: "Credit for the Columbia-It Belongs to the Designer of Her Machinery-Chief Engineer Melville's Splendid Work-Triple Screws an Unknown Quantity." If the writer of this article will refer to "Engineering" for July 9, 1880, at pages 29 to 25, he will find the Russian yacht Livadia described built—the maximum speed was 15.8 knots, and the maximum indicated horse-power was 12.389. Also in "The British Navy," Vol. I. by Sir Thomas Brassey (Longmans), London, 1882, at page 198, he will find this vessel described and illustrated. If he will further refer to "A Manual of Naval Architecture of the uniforms in a week or two; but for shallow-draught vessels built for service on the Misslessippt during the American Civil War had four while the education of the officer is work sufficient rect in their lingo, but one rarely comes across them, and Mr. Kipling (for whose works no one has a greater admiration than the writer of these lines) is certainly not of the number.

sestopt during the American Civil war had four to absorb the best years of a man's life. The work of our infantry is also onerous and absorbing, but six screws, and the imperial yacht Livadia that these screws. From these references it will have the education of the onicer is work sufficient to absorb the best years of a man's life. The work of our infantry is also onerous and absorbing, but six screws, and the imperial yacht Livadia that these screws. From these references it will be bound a when we say that these two branches of appear that the triple screws were not an un-Besides the collection of rhymes alluded to by known quantity, but that they had been successful Miss Seawell, there is a sea story called "Judson fully used before, and the credit for the successful

the engines of the Olympia, of the same size and pre-is sumably of the same design as those of the Colum-to bia, are illustrated, from which it appears that the cylinders are jacketed on the sides of the inter-mediate and low pressure cylinders only, while the selze upon local color as Mr. Kipling should have let fall so many slips of the tongue in describing a naval officer's conversation.

First, he falls into that commonest of all errors among longstoremen, which is the very shibboleth whereby to test a man's familiarity with seafaring life; namely, he talks of an officer being on instead of in a vessel. Hundreds of writers in newspapers of all soris (except the service journals) from "The London Times" to "The Blazonville Squeaker" (Colorado), commit this error, though one is just as likely to overhear "Tom" Loates say he had a mount in a certain horse at Newmarket as it would be to hear a naval officer talk of the time when he served on the "Mongoose"

Secondly, laying aside the improbability of the Secondly, laying aside the improbability of the service and the politic and low pressure cylinders and the bottoms and covers of all the cylinders are unjacketed. In the best practice all the cylinders are unjacketed. Then in regard to the forced blast on the Columbia, the closed furnace is ignored, a system with if properly applied and worked would save 29 per cent of the fuel. Such a saving would add greatly to the coal endurance of the vessel, and reduce the expenses for coal. The ratio between the high pressure with its adventure is ignored. In the best of all the cylinders are unjacketed. Then in regard to the forced blast on the Columbia, the closed furnace is ignored, a system with its adventure as a system with the cylinders are unjacketed. Then in regard to the forced blast on the Columbia, the closed furnace is ignored, a system with its adventure is adventured and low pressure cylinders and the better unjacketed. Then in regard to the forced blast on the Columbia, the closed furnace is ignored, a system with its adventure as a system with the cylinders are fully packeted. Then in regard to the forced blast on the Columbia, the closed furnace is ignored, a system with the cost of saving with the cylinders are fully packeted. Then in regard to the forced bla

THE COUNTY OF THE COUNTY IN TH

Commodore Melville does deserve as much credit as anybody could want to give him is in the fact that he had sufficient courage to advocate the use of triple screws for the fastest vessel the Navy had ever attempted to build. The writer is in error when he says that triple screws were "not an unknown quantity" and had been successfully used before. With regard to the Livadia, she was a complete failure, and so were the Popoffs, the Russian circular fronclads; and as to the "tin-clads" on the Mississippi, all that was asked of them was that they should be able to move, and there were no requirements of economy or efficiency. Navy officers who had experience on them know that they were by no means efficient, although they answered the purpose for which they were designed.

The official information, so far as it could be obtained here (when the Columbia was dethe Dupuy de Lome, was that it had been abandoned for the twin screws; it may further be noted that the vessel has not yet run off her noted that the vessel has not yet run off her official trials, nor had she been launched when the Columbia's design was projected. The Kaiserin Augusta (although she had been tried prior to the Columbia's trial) had not been reported upon, and the Navy Department was ignorant of the fact that such a vessel was to be built at the date when the Columbia's design was gotten out. When it is realized that Chief Melville really staked his professional reputation on this design and against the advice of many engineers of great experience, it can be seen that too much credit cannot be given to him.

With regard to the jacketing of the cylinders, the best engineers in the world differ; it must also be remembered that navy vessels are much restricted both for weight and space, and a great many things which are desirable from an economical point of view and which are used in the merchant service cannot be adopted on the limits of space and weight allowed. The same conditions follow in the matter of forced draught; but forced draught on the closed fire ash-pit system has been tried on a number of the vessels, and while it is preferred where the conditions will admit of it, the limitations which hold on naval vessels with protected decks, minute water-tight subdivisions and small hatches, do not admit of this being done successfully.

As to the ratio of cylinders, this question was freely discussed at the recent World's Engineering Congress in Chicago, and especially by J. T. Milton, Chief Engineer and Surveyor of Lloyd's, an excellent authority, who recognized the reason why warship engines must have a smaller ratio of cylinders than the merchant ship machinery.

and approved exactly what the designers of naval machinery of this and other countries are doing. In the matter of the Campania's speed it is more than doubtful that an increase of nine revolutions per minute could increase the speed four and one-half knots when it takes eightyfour revolutions to give twenty-two and onehalf knots; and it is also doubtful that eightyfour revolutions would give her twenty-two and one-half, an average of four turns to the knot. If this calculation is correct, an increase of four and one-half knots would take about seventeen revolutions more instead of nine. To attempt to carry the fuel-saving devices, as suggested, would simply make expensive abortions which would be entirely useless for naval purposes. The statement "in the case of the Campania no special economy is produced as she is driven to the utmost to break records" is misleading. The machinery of the fast merchantmen is designed to fulfil certain conditions and only one set of such conditions. In other words, it is expected to be driven at a certain uniform power all the time, and the engines only have to fulfil this one condition; so that their design in a certain sense is a much easier matter than designing naval engines, which have to fulfil not only the condition of giving maximum power on minimum weight, but also making the machinery fairly economical at lower powers and cruising speeds.

SECRETARY LAMONT'S QUEER PLAN.

To the Editor of The Tribune. Sir: The announcement of the scheme proposed by Secretary Lamont in his annual report just made public, to meet the growing needs of the personnel of our seacoast defences by converting and illustrated. It was of about 4,000 tens displace-ment, with three propellers and three sets of three power each 3,5%, or a total of 19,500 horse-power, and the estimated speed 14 knots. On the speed trials on the Clyde-where the vessel was built—the maximum speed was 15.8 kears. cylinder compound engines, estimated indicated are especially interested in the vitally important designation could be changed in a day, and the facings of the uniforms in a week or two; but for tecture," by W. H. White (Murray), London, 1832, at page 540, he will find as follows: "Multiple screws have also been used in special cases. Some of the uniforms in a week or two; but for the making of a good artillery solder, especially a non-commission of a skilled officer are needed.

while the education of the officer are needed, while the education of the officer is work sufficient to absorb the best years of a man's life. The work of our infantry is also onerous and absorbing, but is different in kind. It is speaking within bounds when we say that these two branches of the professions of arms are so much specialized at the present day that they differ as much as the professions of steam and electrical engineering. It would be absurd to speak of the suiden conversion of one into the other in the latter case, but such conversion in the former case appears to present no difficulty nor incongruity to Mr. Lamont.

We are inclined to think the amount of scientific and practical work done by our artiflery officers and troops is either not fully known to the present Secretary of War or not justly appreciated by him. For example, the professional work at the artiflery school requires two years of the closest application. Ballistics, the chemistry of explosives, steam, torpedos and the methods of manifacturing and testing guns, are only a portion of the requirements; and serious study and a high percentage of success are expected and demanded of artiflery subalterns as they pass in their turn through the school. The various kinds of detached service which these officers are frequently called upon to perform bring into play their ability and zeal, and not infrequently call for technical knowledge of a high order. The ordinary garrison work, too, is far from being light and easy to learn. The converted regiments would, we feel sure, be far from theiling their new dittes a sinecure, and it may be doubted if many judicious infantry officers would relish being placed in so unjust and anomalous a nowition.

Another and an almost grotesque phase of this highly original scheme would be furnished by the contrasts in rank in the newly organized corps. The average age of the present rank and duties, but Mr. Lamont's plan would operate to place them in positions below officers who are in some cases twelve or f

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